

Today's Advertisements.

DEVONIAN SOCIETY.
THE ANNUAL DINNER will be held at the HONGKONG CLUB, TO-NIGHT, the 22nd instant, at 8 P.M.
Members intending to be present are requested to send in their names to the HONORARY SECRETARY on or before FRIDAY, the 18th instant.
The Secretary will be glad to receive the names of Devonians wishing to join the Society.

MOWBRAY S. NORTHCOTE,
Hon. Secretary,
Hongkong Club.
Hongkong, 22nd May, 1906. [665b]

PUBLIC AUCTION.

THE Undersigned have received instructions from The Official Administrator to Sell by PUBLIC AUCTION,
For Account of the Estate of the Late A. W. T. TUN and S. B. TERRY, deceased,
on FRIDAY, the 25th May, 1906,
at 11 A.M.,
at their SALES ROOM, ICE HOUSE STREET,
SUNDRY GOODS & EFFECTS,
Comprising—
SUNDRY CLOTHING, TRAVELLING BAGS and TRUNKS, &c., &c.
TERMS: As Usual.
T. HUGHES & HUGHES,
Government Auctioneers.
Hongkong, 22nd May, 1906. [665b]

VICTORIA PRECEPTORY AND PRISON.
REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the PRISON, on MONDAY, the 28th instant, at 8.30 P.M. precisely. Visiting Sir Knights are cordially invited to attend.
Hongkong, 22nd May, 1906. [665b]

NOTICE.
COMFORTABLE APARTMENTS with BOARD, for Gentlemen, at MORRISON HILL ROAD, EAST POINT.
Apply to
"H."
Hongkong, 22nd May, 1906. [665b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW
THE Company's Steamship
"FORMOSA,"
Captain Hodgins, will be despatched to the above Port, on THURSDAY, the 24th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAURENCE & Co.,
General Managers.
Hongkong, 22nd May, 1906. [665b]

INDO CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA
THE Company's Steamship
"SYLVESTER,"
Captain P. H. Rolfe, will be despatched to the above Port, on THURSDAY, the 24th instant, at 3 P.M.
This Steamer has Superior Accommodation for First Class Passengers, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 22nd May, 1906. [665b]

Intimations.
EYE-SIGHT.
MR. N. LAZARUS,
Oculist, of London and Calcutta, may be consulted for SPECTACLES at
BREWSTER & Co.,
Upper the HONGKONG HOTEL,
Business Hours: 10 A.M. to 5 P.M.

ONLY FOR A FEW DAYS MORE.
Consistently increasing headache, spots of dimness when reading, work eyes, the letters running together, any of these symptoms indicate a deficiency in the food of the eye requiring Glasses, only to correct and cure.
MR. LAZARUS supplies his SPECTACLES only after testing the sight.
ADVICE FREE. [665b]

A. S. WATSON & Co., LIMITED.
ESTABLISHED A.D. 1841.
IMPORTERS OF HIGH-CLASS BRANDIES.

A.—Hennessy's Old Pale, Red Capsule - - - - - \$18
B.—Superior Very Old Cognac, Red Capsule - - - - - \$21
C.—Very Old Liqueur Cognac \$24
V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - \$36
V.V.O.—E.—Finest Very Old Liqueur Cognac, 1862 Vintage - - - - - \$48

All our Brandy are guaranteed to be PURE COGNAC, the differences in price being merely a question of age and vintage.

Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED, QUEEN'S ROAD CENTRAL.

DEATHS.
At No. 114, Creekside, Yokohama, on Thursday, the 10th May, FRANCISCO AMELIA, aged 61 years.
At his brother's residence, Canton, on the 18th instant, CHUN LAY KUM, of Hongkong, late of Melbourne, Australia, and Straits Settlements. Aged 60. Melbourne and Straits Settlements papers please copy. [665b]

THE HONGKONG TELEGRAPH
HONGKONG, TUESDAY, MAY 22, 1906.

NOTES AND COMMENTS.
The War.
If the statement of the *New York Herald's* LAURENCE MARQUES correspondent proves to be correct, then it is evident that President KRUGER has come to the opinion that he has at length reached the beginning of the end. He has come to the conclusion that the time has now arrived to make terms, but he is apparently of the opinion that those terms are to be dictated by himself and of this he will have to be satisfied. It is hardly to be supposed that any but an unconditional surrender will be accepted by Lord ROBERTS. CROSBY's surrender was an unconditional one and that of Mr. KRUGER will have to be the same. As to his threat about the blowing up of the Johannesburg mines and the destruction of the town, we think that it is merely a piece of bluff. Mr. KRUGER cannot be so simple and innocent as to imagine that any notice would be taken of such a threat other than to politely inform him that he will be held personally responsible for all wilful damage done to private property under his orders. We feel confident that if President KRUGER has made such proposals and demands, as reported he has already been told by Lord ROBERTS that there is only one course open to him, that of unconditional surrender, and that it will be to his own interest to cease from rendering himself foolish in the eyes of the world by malicious threats.

Another "Mistake."
The Boer in adversity is ever ready with an "explanation." If the circumstances are adaptable he will quote the Bible to explain the matter, but if a quotation from Holy Writ is not applicable he will explain that the mistake was owing to a "mistake." We were informed that the raising of the siege of Ladysmith was due to the mistake of a certain commandant in ordering his men to fall back from the key of the position without any reason for such a move. We are now informed by the telegram published elsewhere that although General DELAREY engaged the British relief column at Mafeking successfully on Wednesday, "during the night one of his officers withdrew from a position without the General's knowledge, leaving the way for the column to enter."

The-Kowloon Water Supply.
Observer comes forward with a complaint that we have heard frequently of late about the poor water supply of Kowloon. There are no reservoirs in Kowloon, but the water is collected in wells sunk in a number of valleys, and there is said to be an ample supply even in the driest of weather. Why is it then that Kowloon residents should be short of water at the present time, when even Hongkong is enjoying a fairly good service? The reason is not far to seek. Our officials cannot, or will not move with the times. When they found that Kowloon was growing, and that the districts of Tsim-tsa-tsi, Yau-ma-tei and Hungshui were rapidly extending, they reluctantly came to the conclusion that the time had arrived to supply waterworks and erect pumping engines to distribute the water. Then, said they, there are so many people in the place, they will want so many gallons of water a day, and we will erect engines that will supply that much.

This was done, a very elaborate pumping plant was constructed, and the collecting valleys were cleared of graves, the wells sunk and Kowloon had its own water supply. But our officials quite forgot the fact that it was owing to the growth of the place that a water supply had been rendered necessary, and that as the place had grown in the past it might continue to do so, and nobody was more surprised than they when they found that in a comparatively short time the two pumping engines were only just capable of keeping up the supply. Now, even engines require a rest now and again, and the result has been that one of them has broken down under the strain, and will take some considerable time to overhaul and repair. In the mean time the other is panting away and doing its best, but it cannot work a miracle, and so the bulk of the Kowloon residents are forced to go short of water, and just as the hot weather is coming on, too. We have also been assured that the strain put upon the remaining engine is so great that it may collapse at any moment, and that even if it continues to run until such time as the other one is in working order, it will be so run down at the end of its exertions that it, too, will have to be overhauled. This, we are told, is the story of the Kowloon Waterworks.

But the Kowloon people have another grievance. They pay for their water, but yet the Authorities never take the trouble to inform them when they think fit to curtail the supply. The result is that great inconvenience is occasioned by the water being suddenly cut off without warning, often, as in the case of Observer, just at the time when a bath is needed. If only due notice were given that water could only be turned on in certain districts within specified hours, the inconvenience would not be so great, for then folks could arrange to store a supply for cases of emergency, but it is apparently too much trouble for our officials to do this. They do not live in Kowloon, and if anybody else is foolish enough to do so, they must not grumble and worry the officials if they find it at times inconvenient. What the officials would like the public to appreciate is the (official) fact that they, the public, are simply there by the favour of the officials and that they ought therefore to be duly thankful and not worry when there

is no water for the morning bath. What a happy little Colony we could be if we had all received the benefits of an official training!

TELEGRAMS.
REUTER'S TELEGRAMS.
THE WAR.
THE RELIEF OF MAFKING.
WAR OFFICE HAVE NO INFORMATION.
LONDON, May 19th.
Reuter's correspondent at Lourenco Marques 19th inst., confirms the relief of Mafeking which was effected on the 16th inst. Details are anxiously awaited. Everything in connection with the relief column has hitherto been kept an absolute secret, and even the name of the commander is not known. The war office has had no news of the relief yet.

TE DEUM AT ST. PAUL'S.
A Te Deum was sung at St. Paul's Cathedral yesterday afternoon. The Lord Mayor and Sheriffs were unable to attend as it was impossible for them to leave the Mansion House on account of the crowd.

NATAL.
LONDON, May 20th.
Reuter's correspondent at Capetown reports that the Boers have exploded the tunnel at Laings Nek.

THE RELIEF OF MAFKING.
GENERAL DELAREY OPPOSES THE BRITISH COLUMN.
It was officially announced in Pretoria on the 19th inst., that General Delarey engaged the British relief column at Mafeking successfully on Wednesday, but during the night one of his officers withdrew from a position without the General's knowledge, leaving the way for the column to enter.

THE TRANSVAAL.
KRUGER WILL NOT BE RESPONSIBLE.
President Kruger has notified the foreign Consuls that Johannesburg will be defended, and disclaimed responsibility for persons or property.

PROPOSED EXCHANGE OF PRISONERS.
President Kruger has proposed an exchange of prisoners to Lord Roberts.

PRESIDENT KRUGER'S DEMANDS AND THREATS.
The correspondent of the *New York Herald* at Lourenco Marques says that President Kruger has decided to send a message to Lord Roberts, requesting the cessation of hostilities, demanding a guarantee for the lives of the colonials with the Boers, and stating that unless these terms are granted the mines at Johannesburg will be exploded and the town destroyed.

Earthquake Shocks.
FRUITION OF MOUNT KARITA.
SUNDAY, May 12th.
Mount Karita in Karita district broke into eruption at 2 o'clock this morning. A severe shock of earthquake was experienced here at 2.30 this morning. The tremor lasted for four minutes. This has been followed by a number of subterranean rumblings and slight shocks. The people are much alarmed.

[Shocks are also reported from Sakata, Wakamatsu and Yamagata. The shock at Sakata is stated to have been very strong, sufficient to stop watches and clocks.]

Reported Collapse of Houses.
SUNDAY, May 12th.
In connection with the eruption of Mount Karita, reported in the last telegram, it is stated that in the districts of Totsu and Tome 50 houses have collapsed, and several persons have been injured by the earthquake.

Further Reports of Earthquake.
TOKYO, May 12th.
An earthquake occurred under the sea off Rikuzen Province shortly after 2.20 a.m. 10-day. The district affected by the shock is very extensive, reaching from the southern part of the Hokkaido in the north to the Kinki district (Kyoto, Osaka and thereabouts) in the south-west. Over the whole of the northern part of the mainland the shock was strong. No considerable damage is, however, reported. In Tokyo the shock was so strong that clocks were stopped.

New N. Y. K. Steamer.
TOKYO, May 14th.
The *Shinano-maru*, a new steamer built in England for the Nippon Yusen Kaisha, left Glasgow for this country on the 11th inst.

Plague on the Tokaido.
TOKYO, May 14th.
A telegram has reached the Communications Department, stating that plague has broken out at Nakanago, about a 240 east of the Iwabuchi Station on the Tokaido Railway.

Disturbances in Spain.
PARIS, May 12th.
Violent riots have broken out in the principal cities in Spain. Among other places, the riots are serious in the cities of Barcelona and Valencia.

WEATHER REPORT.
The Observatory report says—
On the 22nd at 11.55 a.m. the barometer has fallen on the China coast, owing to a low pressure area which seems to be moving Eastwards over the N.E. coast. Gradients continue slight for S. and S.W. winds in S. China. FORECAST: Moderate S.W. winds; squally, showery.

LOCAL AND GENERAL.
For refusing duty, G. Osman, carpenter of the S.S. *Japan* was to-day fined to days' pay.

The British cruiser *Endymion*, Captain Callaghan, arrived at Kobe on 12th inst., from Yokohama.

The Italian cruiser *Calabria*, 2,800 tons, Count A. Contelli commander, arrived at Kobe from Yokohama on the 14th instant.

The piracy case came on for hearing this morning at the Magistracy, and evidence of arrest was taken, when the case was further adjourned.

A short telegram to the *Jiji* states that the Korean Minister for Education has arranged to engage an English teacher through the British Charge d'Affaires.

It is stated that the authorities at Scotland Yard are now engaged in subjecting a police electric lamp to practical tests, to ascertain if it will stand the necessary wear and tear of the service.

It is reported that M. Pavloff, the Russian Minister to Korea, is going home shortly, and that he will not return. The rumour in Japan is that he has been recalled on account of the Masan trouble.

MARQUIS YAMAGATA, the Premier of Japan, was to give a farewell dinner on the 18th inst. to Count von Leyden, the German Minister, who is leaving Tokyo for home towards the end of the present month.

A VERY sharp and prolonged earthquake shock was felt at Yokohama on the 12th inst. about half-past two a.m. Some of the houses on the bluff are reported to have rocked with the occurrence for nearly a minute.

THE man who was arrested by the Japanese authorities the other day for breaking into the enclosure of the Meguro Powder magazine has been released. The police satisfied themselves that he did not partake in any respect of the character of a military spy.

THE Tanko Railway Company and the Nambu Railway Company are both said to be anxious to obtain loans abroad. In fact, this season of great stringency in the money market is likely to impart renewed vigour to the agitation for the import of foreign capital to Japan.

WE understand that the P. and O. steamer *Japan* will leave this port to-morrow about 4 p.m. Her departure has been delayed, on account of having to fit up the tween decks for the men paid off from various warships in the harbour, who are leaving for England.

ACCORDING to *The Engineer* the daily total of water supplied to London during last November was 201,281,664 gallons for a population estimated at 6,015,144, representing a daily consumption per head of 33.46 gallons. A large percentage of the water was obtained from the Thames.

DURING last month the ten-yen gold pieces struck in the Imperial Japanese Mint, Osaka, amounted in value to ¥16,000,000, and the five-yen nickel piece to the value of ¥12,000. The total amount of coin struck in the Imperial Mint up to the end of last month from the time the works were opened was ¥301,647,940.

PRINCE ARISUGAWA, Marquis Ito, Marquis Oyama and Count Hijioka, who directed the affairs relating to the wedding of the Crown Prince of Japan, have each received an embroidered six-fold screen from the Emperor and Empress, and a set of three gold cups with the Imperial coat-of-arms from the Crown Prince.

THE Rhodesia telegraph system, including trans-continental line, consists of 2,635 miles of lines with 3,163 miles of wires, says *The Western Electrician*. The police telephone system consists of 251 miles of telephone; exchanges have been opened at Salisbury and Bulawayo. There are sixty-two telegraph offices in Rhodesia.

THE congratulatory addresses received at the Imperial Household Department and the Palace of the Crown Prince of Japan on the 10th inst. are reported to have amounted to 132,261. Of these 55,002 came through the post, and 2,707 were telegrams. It is stated that many more sent through the post from the provinces have not yet arrived.

THE *Chicago Record* says—Admiral Dewey and his wife have started out on this presidential campaign like the two babes in the woods, and it will be a blessing if they fare as well as those in the nursery story.

THE German army authorities are now experimenting on a cotton stuff as a material for balloons. It is treated with rubber before being used. The fabric is said to have great strength, and is better than silk, which is apt to generate electricity.

THE *New York Times* will publish an American newspaper on the grounds of the Paris Exhibition. It will appear in its usual form and will be printed on a large, latest improved web-perfecting press, and a complete printing office, including a battery of type-setting machines, will be installed in the center of the American Annex to the Building of Liberal Arts and Mechanical Industries. It will be gratuitously distributed at the place of production, and it will be only paper published on the exposition grounds.

It is reported that an agreement was recently arrived at among the Nippon Yusen Kaisha and 14 foreign steamship companies for raising the freight on miscellaneous goods going from this country to Europe by 5 shillings per ton, namely to 35 shillings. The above arrangement was put into force on the 5th, when the N.Y.K. steamer *Saiki Maru* left Yokohama for Europe with a cargo on board. It may be remarked that the goods have hitherto been carried by various shipping companies at the rate of about 40 shillings per ton on an average, though there existed more or less difference amongst the companies. *Japan Times*, May 8th.

LEGAL INTELLIGENCE.
SUPREME COURT.
CRIMINAL SESSIONS.
(Before Mr. Sercombe-Smith, Act. Justice Judge.)
May 22nd.

THE COFFEE PLANTATION ROBBERY.
(1) Lam Choi, (2) Hung Sing, (3) Hung Chung, (4) Tong Shung, (5) Hung Lai, (6) Wong Lai Wan, and (7) Lam Kin were charged on two counts, the first being armed robbery, and the second receiving stolen goods.

Mr. H. E. Pollock (instructed by Mr. Howley) prosecuted. Mr. E. Robinson defended the third, fourth, fifth and seventh prisoners.

The prisoners pleaded not guilty on all counts.

The following gentlemen composed the Jury:—Messrs. A. Muller, D. Haskell, K. P. Herbst, E. Kelly, E. Pereira, E. S. Joseph and J. A. Gubbins.

The case for the prosecution was concluded this afternoon.

Mr. E. Robinson, in opening the case for the defense, said that the jury would have to decide seven separate cases. The evidence that had been brought forward by the prosecution bore very much more strongly against some of the prisoners than it did against others; they would have to decide each case separately on its own merits. The learned counsel then quoted from Best on Circumstantial Evidence, in which he agreed with the prosecution that if stolen property was found in the possession of the accused party, then there was a presumptive evidence of the man's guilt, but Mr. Robinson read further and showed that the property must be exclusive, that is must be in a box of which accused only has the key, if the box was open and it was shown that others had access to the box it could not be taken as conclusive.

Yeung Yau and his wife might possibly have made a mistake when they identified the goods found in the house belonging to the fifth and seventh prisoners, both of whom also claim the property as their own. Both the third and fourth prisoners say they do not know how the stolen property got into the house. They did not claim it as their own. In dealing further with circumstantial evidence counsel said that they must be careful against drawing wrong inferences, and pointed out there was bound to be a certain amount of prejudice and anxiety to convict, especially in serious cases. For these reasons Mr. Robinson asked the jury to accept the evidence with a great deal of caution, and cited the case of Joseph and his brethren, showing how the strongest circumstantial evidence can sometimes be false. Continuing, Mr. Robinson stated the difference in procedure if Yeung Yau and his wife had taken civil action to obtain possession of the articles claimed. The fifth and seventh prisoners would then have been able to go round and try to obtain evidence as to how the articles had come into their possession. As it was a criminal case they had been in prison so this had been debarr'd to give evidence on oath, so practically their mouths were shut. For these reasons, which he stigmatised as hardships, the learned counsel asked the jury to exercise greater care in finding their verdict. As regards the third and fourth prisoners, they said they were well-known at Tai Han as they had lived several years there and bore a very good character. He had asked the police if they had made enquiries on these points, but found they had not. He had done so and found one had lived 7 years in Tai Han and the other several years; both were really well-known. The third prisoner was the occupier of the house, and so it was inferred that he must have stolen the property. Mr. Robinson quoted law cases to show this to be a wrong presumption, unless backed up by other evidence.

He then called evidence to speak to character as regards the third and fourth prisoners, and allowed the fifth to make a statement.

Case proceeding.

TRUST FOR THE CEMENT MARKET IN JAPAN.

Representatives of the Japanese cement companies have met in Tokyo, and agreed to form a trust with the view of raising the price of cement. The agreement provides that the companies shall sell some fifty per cent higher than at present, and they are not to supply anybody who is not in the trust and whose tender for a sale is accepted. Infringement of their arrangements will entail a fine of one yen per barrel of cement.

The members of the trust are also to deposit yen 10,000 each as a guarantee. The articles were to be ratified by the presidents of the companies on the 15th inst., and signed. The companies which were represented are the Asano Japan, Suzuki, Adachi, Onoda, Osaka, Kidergawa, Sanyo, Kiushu, Miya, Aichi, Mikawa, Tosa, Hokkaido and Tokai cement companies.

CORRESPONDENCE.
(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE KOWLOON WATER SUPPLY.
TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—Allow me through the medium of your paper to call attention to a most unsatisfactory state of affairs regarding the Water Supply at Kowloon.

This morning at eight o'clock, about the time when most people wish to take their morning tub, not a drop of water could be drawn from the taps in the house, not because of the scarcity of water, but because of the insufficient or inefficient machinery at the pumping station at Yau-ma-tei, so I am credibly informed.

I cannot well conceive a worse state of affairs, assuming that my information is correct, and I have no reason to doubt its authenticity. The Water Authority is empowered to make charges for extra consumption of water, but he apparently does not see the necessity to provide for the upkeep of the pumping machinery to supply the water.

What would be the fate of a Company neglecting to keep its plant in proper working order? It can be summed up in one word—"insolvency." Last month there was some anxiety amongst residents of this "most favoured Isle" as to the probability of the water supply giving out. Rain has since fallen and there is a plentiful supply of water in the reservoir. May there not now be some justifiable anxiety as to whether the Water Authority will be capable of distributing the water that is stored? If he is incapable, the sooner he intimates the fact to the public, the better chance the community will have of making some arrangements to meet the difficulty themselves.

Yours faithfully,
OBSERVER.

Hongkong, May 21st, 1906.

THE PLAGUE.
Cases reported to 21st instant 300
Do. do. during past 24 hours 29
Total 329

Deaths reported to 21st instant 272
Do. do. during past 24 hours 27
Total 299

THE IMPERIAL JAPANESE WEDDING AND THE VERNACULAR PRESS.

IMPERIAL RECOGNITION OF MONOGAMY.
The metropolitan press on the 10th inst., the day of the Imperial Wedding, in commenting upon the occasion, agrees unanimously that the Imperial House, as the source of the ethics of the Empire, has through this "unprecedented ceremony" clearly defined the doctrine of monogamy for the first time in Japan's history, and set an example for the guidance of the subjects of the Empire.

This action of the Imperial House is most warmly eulogised. An article in the *Yorodan*—in the English department—echoes the tone of the vernacular press. It reads:—"Great joy is felt throughout the entire length and breadth of the Empire over the marriage of H.I.H. the Crown Prince. There is everywhere some scheme on foot to commemorate the felicitous event in a suitable manner. For instance, the city of Tokyo has decided to establish a Fine Art Museum, and the subscriptions to the fund needed for the purpose have already reached a total of over £300,000. In the not distant future, therefore, the capital of a country noted for its artistic genius is to possess what it long wanted. This is to be very much congratulated upon. Equally welcome are the schemes mooted by some local cities to establish public libraries or to open public parks. For these two, especially the former, are what the sooner and the more the Japanese people possess the better it is for their welfare."

The *Yorodan* proposes that in future the 10th of May should be observed as a holiday, and that some such customs as the American Labour Day be observed.

The leading Japanese journals are agreed in attaching great importance to the Imperial marriage, both from the moral and the social points of view. One of them, the *Kokumin* (as translated by the *Japan Times*) states that in the cases of Emperors there has hitherto been no such thing as marriage in the proper sense of the term. When a consort was chosen by an Emperor, the event was announced as an official appointment, and not as a marriage. But in the present instance, an entirely new procedure has been employed, and a new importance has been given to the event, first by the betrothal of the Crown Prince and Princess Sadako, and finally by the solemnisation of their marriage in the Imperial Sanctuary in an open and most ceremonious manner. All this shows how deeply their Imperial Majesties recognise the sacred importance of the conjugal union and the duties arising out of it. These journals express deep gratitude to the Emperor for such a radical change in the marriage custom of his family, as it will have far-reaching effects upon the improvement of popular ideas as to the sacredness of conjugal ties.

THE ECONOMIC OUTLOOK IN JAPAN.

THE SPECIFIC QUESTION.
The economic outlook in Japan continues to receive attention in the Japanese press. A peculiar set of facts is disclosed by one paper which states that the N.Y.K. steamer *Yama Maru* has brought to Yokohama gold bullion valued at yen 2,250,000 from London consigned to the Yokohama Specie Bank. The bullion was not landed in Yokohama but will be brought to Kobe shortly to be forwarded to the Osaka Mint. Further shipments of gold bullion for this country are expected, and the N.Y.K. office is in receipt of notice that the *Yama Maru* does not Nagasaki from London on the 16th inst. has gold bullion on board. In consequence of the excess of imports gold currency is of course fast flowing out of the country, and this condition of affairs is not expected to cease for three or four months yet. Yet gold bullion is being imported as stated. The matter according to the Japanese journal stands like this: "The authorities attempted a temporary remedy in the financial state of the country by importing the Chinese indemnity in cash last year, but trade this year has proved their efforts a failure. The authorities are again trying to moderate the strain in the financial market by the artificial measure referred to, without taking any serious steps towards relief. This gold bullion imported as stated, was deposited in the Bank of England, and the Yokohama Specie Bank applied to the Government several times to sell the bullion to their London branch so as to swell the draft fund almost exhausted by the constant excess of imports in the country's trade. The authorities refused to comply with their request and determined to import it to Japan—Kobe Herald."

RUSSIA AND KOREA.

A Seoul telegram to the *Jiji Shimpō* of the 11th inst. announces that it has lately come to light that the Russian authorities, before the port of Chinnampo was opened, purchased from the Governor a piece of land adjoining the site of the Russian Consulate, comprising some 100,000 *tsubo*, which is surrounded by small hills, that separate it from the general foreign settlement. When the hills are included, the area so purchased by Russia amounts to 250,000 *tsubo*. It seems that Russia intends to improve the land and make it a sort of depot to form a connecting link between Port Arthur and Masampo. The telegram adds that at the time Russia purchased the land it was orally agreed that the Koreans residing there might be allowed to remain for three years. It is expected that the work of improving the land will shortly be begun. Some believe that the area of the land purchased is 200,000 or 300,000 metres square. Investigations made by Koreans, however, show that the area is 4,450 feet from east to west and 1,035 feet from north to south.

THE PHILIPPINE COMMISSION AT YOKOHAMA.

The U.S. Transport *Hancock* arrived in Yokohama on the 10th inst., reports the *Jiji Shimpō*, from San Francisco, via Honolulu, having on board the members of the Philippine Commission, who are en route for Manila. The Commission consists of Judge W. H. Taft, the President, Judge H. C. Ide, Mr. E. Wright, Prof. Bernard Moses, and Prof. Dean C. Worcester. This body of men will be the supreme authority in the Philippines, and it is so made up, it being a judicious combination of the practical and theoretical elements necessary for the solution of the difficult problems before it, that the best of results are expected from the new régime.

Some of the Commission will leave their families in Yokohama for the summer, in order to avoid the extreme heat of the Philippine climate at this season. The *Hancock* will remain in Yokohama until the 17th inst., when it will proceed to Manila via Nagasaki.

The Commission received on board an informal visit from Admiral Kempf and Captain McCalla of the American Navy, on the 11th inst.

A GOOD SUGGESTION.

"Now that plague is again prevalent in Japan," says a Kobe contemporary, "the authorities might find it advisable to order the withdrawal by the banks of paper money in circulation that is dirty and defaced, and its reissue or exchange for fresh paper. There is no doubt that a sum of the paper money in circulation is shockingly dirty, and can strictly be termed 'filthy lucre.' It may easily be the means of conveying infection."

Could not similar steps be taken by our Hongkong banks? Many of the notes now in circulation are in a most filthy state, and must be swarming with germs of all descriptions.

JAPANESE SAFETY MATCHES.

REPLY OF THE KORE CHAMBER OF COMMERCE.

According to the *Osaka Asahi*, the Kobe Chamber of Commerce (Japanese) has replied to the communication from the Hongkong Chamber, recently reproduced in these columns, with regard to the dangerous character of Japanese safety matches. The Chamber denies that any dangerous materials are used in their manufacture. The attention of the Guild of Match Manufacturers was, however, called to the matter, and at a general meeting of the Guild the decision arrived at was that there was no better method of manufacturing than that now adopted. It was acknowledged that the matches might explode through friction with the nails used in fastening up the cases in which they are packed, and it was stated that more attention would be paid to the packing. The method of manufacture is also to be investigated.

The Osaka journal learns from a gentleman who recently returned from a tour in Southern Asia that the chief defects in Japanese matches are that the sticks are very liable to break, and that as the boxes are very carelessly made, they are easily broken. Our contemporary need hardly have gone to the traveller in Southern Asia to discover these defects, as a little experimenting at home would soon have brought these facts to light. Another point that is the glowing end of Japanese matches after the flame is extinguished is very apt to drop off—a very dangerous defect. That Japanese "safety" matches will often ignite upon the slightest friction is a fact, also, of which most people are aware by practical experience.—*Kobe Chron.*

JAPANESE EMIGRATION.

It appears that Japanese emigrants abroad at present are distributed as follows: In Hawaii, 40,000; in Australia, 4,000; in Canada, 4,000; and in Peru, 1,000. Besides these there are, of course, a large number of Japanese emigrants in China and Korea. There are twelve emigration establishments in Japan, and two more in course of formation.

MR. RHODES AND THE MILITARY.

An interview with Mr. Rhodes appeared in the *Daily Mail* recently, in which grave charges were levelled against General Buller and Colonel Kekewich. The delay in relieving Kimberley was in Mr. Rhodes's opinion, inexcusable. General Buller's instructions to Lord Methuen were "scandalous"; it would have carried out as regards the siege, Mr. Rhodes went on—"I found plenty to do. We organised a troop of eight hundred horse, we built a cannon, we supplied water from the mines when the Boers cut off the water supply, we set up a soup kitchen and distributed ten thousand rations a day, and—ah! there was enough to do. The military worried us about all these things. They did not believe in them." After giving various instances of alleged vexatious interference and unwarrantable neglect on the part of the military authorities, Mr. Rhodes actually contended that they had exaggerated the number of the enemy. Simply because by doing so we need not but generalship without confessing it? The *Spectator* has no desire to minimise the services undoubtedly rendered by Mr. Rhodes during the siege, and above all the generosity which his worst enemies have never denied him; but it may be pointed out that his efficiency as a military expert is somewhat discounted (a) by his historic remark before the war about the Boer military resources being the greatest unpicked bubble in existence (b) by his connection with the humiliating fiasco of the Jameson Raid; and second, that there is a general consensus of opinion in quarters where no means hostile to Mr. Rhodes, that Colonel Kekewich and his staff grappled with the very serious problems of the civil situation in Kimberley with conspicuous tact and ability.

THE FIGHTING AT THE TUGELA AND SPION KOP.

DESPATCHES FROM LORD ROBERTS AND SIR R. BULLER.

The *London Gazette* publishes the subjoined despatch, with its enclosure, received from Lord Roberts:

To the Secretary of State for War. Army Headquarters, South Africa, Camp, Debeli, Drift, Riet River, 13th February, 1900.

My Lord—I have the honour to submit, for your Lordship's information, despatches from General Sir Redvers Buller, describing the advance across the Tugela River on the 17th and 18th January, 1900, and the capture and evacuation of the Spion Kop position on the 23rd and 24th January, as well as certain minor operations between the 19th and 24th January.

The plan of operations is not very clearly described in the despatches themselves, but it may be gathered from them and the accompanying documents themselves that the original intention was to cross the Tugela at or near Trichardt's Drift, and thence by following the road past "Fair View" and "Acton Homes," to gain the open plain north of Spion Kop, the Boer position in front of Potgieter's Drift being too strong to be taken by direct attack.

The whole force, less one brigade, was placed under the orders of Sir Charles Warren, who, the day after he had crossed the Tugela, seems to have consulted his General, and principal Staff Officers, and to have come to the conclusion that the flanking movement which Sir Redvers Buller had mentioned in his secret instructions was impracticable on account of the insufficiency of supplies. He accordingly decided to advance by the more direct road leading north-east and branching off from a point east of "Three Tree Hill." The selection of this road necessitated the capture and retention of Spion Kop, but whether it would have been equally necessary to occupy Spion Kop, in the line of advance indicated by Sir Redvers Buller, has not been stated in the correspondence. As Sir Charles Warren considered it impossible to make the wide flanking movement which was recommended, if not actually prescribed, in his secret instructions, he should at once have acquainted Sir Redvers Buller with the course of action which he proposed to adopt.

There is nothing to show whether he did so or not, but it seems only fair to Sir Charles Warren to point out that Sir Redvers Buller appears throughout to have been aware of what was happening. On several occasions he was present during the operations, and he repeatedly gave advice to his subordinate commanders, and on the day after withdrawal from Spion Kop he resumed the chief command. As regards the withdrawal of the troops from the Spion Kop position, which, though occupied almost without opposition in the early morning of the 24th January, had to be held throughout the day under an extremely heavy fire, and the retention of which had become essential to the relief of Ladysmith, I regret that I am unable to concur with Sir Redvers Buller in thinking that Lieutenant Colonel Thorneycroft exercised a wise discretion in ordering the troops to retire. Even admitting that due preparations may not have been made for strengthening the position during the night, reorganizing the defence, and bringing up artillery in regard to which Sir Charles Warren's report does not altogether bear out Sir Redvers Buller's contention—admitting also that the senior Officers on the summit of the hill might have been more promptly informed of the measures taken by Sir Charles Warren to support and reinforce them, I am of opinion that Lieutenant Colonel Thorneycroft's assumption of responsibility and authority was wholly inexcusable. During the night the enemy's fire did not cease altogether, could not have been formidable, and though lamp signalling was not possible at the time, owing to the supply of oil having failed, it would not have taken more than two or three hours at most for Lieutenant Thorneycroft to communicate by messenger with Major-General Coke or Sir Charles Warren, and to receive a reply. Major-General Coke appears to have left Spion Kop, at 9.30 p.m., for the purpose of consulting with Sir Charles Warren, and up to that hour the idea of a withdrawal had not been entertained. Yet almost immediately after Major-General Coke's departure Lieutenant Colonel Thorneycroft issued an order, without reference to superior authority, which upset the whole plan of operations, and rendered unavailing the sacrifices which had already been made to carry it into effect.

On the other hand, it is only right to state that Lieutenant Colonel Thorneycroft appears to have behaved in a very gallant manner throughout the day, and it was doubtless due, in a great measure, to his exertions and example that the troops continued to hold the summit of the hill until directed to retire.

The conduct of Captain Phillips, Brigade-Major of the 10th Brigade, on the occasion in question, is deserving of high commendation. He did his best to rectify the mistake which was being made, but it was too late. Signalling communication was not re-established until 2.30 a.m. on the 25th January, and by that time the naval guns could not be brought to bear on the summit of the hill before daylight. Major-General Coke did not return, and Lieutenant Colonel Thorneycroft had gone away. Moreover, most of the troops had begun to leave the hill, and the working parties, with the half company of Royal Engineers, had also withdrawn.

It is to be regretted that Sir Charles Warren did not himself visit Spion Kop during the afternoon or evening, knowing as he did that the state of affairs there was very critical, and that the loss of the position would involve the failure of the operations. He was, consequently, obliged to summon Major-General Coke to his headquarters in the evening in order that he might ascertain how matters were going on, and the command on Spion Kop thus devolved on Lieutenant Colonel Thorneycroft, but Major-General Coke was not aware of this. About midday, under instructions from Sir Redvers Buller, Sir Charles Warren had directed Lieutenant Colonel Thorneycroft to assume command on the summit of the hill, with the temporary rank of Brigadier-General, but this order was not communicated to Major-General Coke, who, until he left the position at 9.30 p.m., was under the impression that the command had devolved on Colonel Hill, as senior officer, after Colonel Croft had been wounded. Omissions or mistakes of this nature may be trivial in themselves, yet may exercise an important influence on the course of events, and I think that Sir Redvers Buller is justified in remarking that "there was a want of organization and system which acted most unfavourably on the defence."

The attempt to relieve Ladysmith, described in these despatches, was well devised, and I agree with Sir Redvers Buller in thinking that it ought to have succeeded. That it failed may, in some measure, be due to the difficulties of the ground and the commanding positions held by the enemy—probably also to errors of judgment and want of administrative capacity on the part of Sir Charles Warren. But whatever faults Sir Charles Warren may have committed, the failure must also be ascribed to the disinclination of the Officer in supreme command to assert his authority and see that what he thought best was done, and

also to the unwarrantable and needless assumption of responsibility by a subordinate Officer.

7. The gratifying feature in these despatches is the admirable behaviour of the troops throughout the operations.

ROBERTS, Field-Marshal, Commander-in-Chief, South Africa.

FROM GENERAL SIR REDVERS BULLER TO THE SECRETARY OF STATE FOR WAR. (Through Field-Marshal Lord Roberts, G.C.B., Commander-in-Chief, Cape Town.)

Sir—I have the honour to report that General Sir Charles Warren's Divisions having arrived at Estcourt, less two battalions, 10th Brigade, which were left at the Cape, by the 7th January, it moved to Frere on the 9th.

The column moved as ordered, but torrents of rain fell on the 9th, which filled all the gullies, and, indeed, rendered many of them impassable for many hours. To forward supply alone took 650 ox wagons, and as in the 16 miles from Frere to Springfield there were three places at which all the wagons had to be double spaced, and some required three spans, some idea may be formed of the difficulties, but these were all successfully overcome by the willing labours of the troops.

The 4th Brigade reached Springfield on the 12th in support of the mounted troops, who had surprised and seized the important position of Spearman's Hill, commanding Potgieter's Drift, on the 11th.

My 13th all troops were at Springfield and Spearman's Hill, and supply was well forward.

On the 16th a reserve of 17 days' supply having been collected, General Sir C. Warren, in command of the 2nd Division, the 11th Brigade of the 5th Division, the Brigade Division Royal Field Artillery, 5th Division, and certain corps troops, including the Mounted Brigade, moved from Springfield to Trichardt's Drift, which is about six miles west of Potgieter's.

I attach Sir C. Warren's report of his operations.

On the night of the 23rd, General Warren attacked Spion Kop, which operation he has made the subject of a special report. On the morning of the 25th, finding that Spion Kop had been abandoned in the night, I decided to withdraw General Warren's force; the troops had been continuously engaged for a week, in circumstances entailing considerable hardships, there had been very heavy losses on Spion Kop, I consequently assumed the command, and ordered the withdrawal of the ox and heavy mule transports on the 25th; this was completed by midday the 26th; by double spacing the ox wagons got over the drift at the rate of about eight per hour. The mule wagons went over the pontoon bridge, but all the mules had to be taken out and the vehicles passed over by hand. For about seven hours of the night the drift could not be used as it was dangerous in the dark, but the use of the pontoon went on day and night. In addition to machine guns, six batteries of Royal Field Artillery, and four howitzers, the following vehicles were passed:—ox wagons, 212, 10-span mule wagons, 98, 6-span, 107, 4-span, 521 total, 439 vehicles. In addition to these, the ambulances were working backwards and forwards evacuating the sick and wounded.

By 2 p.m. the 29th, all the ox wagons were over, and by 1.30 p.m. all the mule transports were across and the bridge clear for the troops. By 4 a.m. the 27th, all the troops were over, and by 8 a.m. the pontoons were gone and all was clear. The troops had all reached their new camps by 10 a.m. The marches averaged for the mounted troops, about 7 miles, and for the Infantry and Artillery an average of 5 miles.

Everything worked without a hitch, and the arrangements reflected great credit on the Staff of all degrees; but I must especially mention Major Irwin, R.E., and his men of the Pontoon Troop, who were untiring. When all men were over the chesles of the pontoon bridge were so worn by the traffic, that I do not think they would have lasted another half hour.

Thus ended an expedition which I think ought to have succeeded. We have suffered very heavy losses, and lost many whom we can ill spare; but, on the other hand, we have inflicted as great or greater losses upon the enemy than they have upon us, and they are, by all accounts, thoroughly disheartened; while our troops are, I am glad and proud to say, in excellent fettle.

I have, &c., REDVERS BULLER, General Officer Commanding.

FROM LIEUTENANT-GENERAL SIR C. WARREN TO THE CHIEF OF THE STAFF.

Hatting's Farm, 29th January, 1900.

Sir—I have the honour to make the following report on the operations on the north side of Tugela, west of Spion Kop, from the 17th of January, 1900:

1. On the 8th January—field orders were published constituting the 10th Brigade of the 5th Division a Corps Brigade, and placing the 4th Brigade in the 5th Division. The 5th Division thus constituted marched from Frere on the 10th instant, arriving at Springfield on the 12th instant.

2. On the 16th January I received your secret instructions to command a force to proceed across the Tugela, near Trichardt's Drift to the west of Spion Kop, recommending me to proceed forward, refusing my right (namely Spion Kop) and bringing my left forward to gain the open plain north of Spion Kop. This move was to commence as soon as supplies were all in, and the 10th Brigade (except two companies) removed from Springfield Bridge to Spearman's Hill.

3. I was provided with 4 days' rations with which I was to cross the Tugela, light my way round to north of Spion Kop, and join your column opposite Potgieter's.

4. On the 13th January I made the arrangements for going up, and moved the 10th Brigade on the following day; and on the evening of the 16th January I left Springfield with a force under my command, which amounted to an Army Corps (less one brigade), and by a night march arrived at Trichardt's Drift, and took possession of the hills on the south side of the Tugela.

5. On the 17th January I threw pontoon bridges across the Tugela, passed the Infantry across by pontons, and captured the hills immediately commanding the drift on the north side with two brigades commanded by Generals Woodgate and Hart. The Commander-in-Chief was present during part of the day, and gave some verbal directions to General Woodgate.

The Mounted Brigade passed over principally by the drift, and went over the country as far as Acton Homes, and on the following day (18th) had a successful action with a small party of Boers, bringing in 31 prisoners.

During the night of the 17th, and day of the 18th, the whole of the wagons belong to the force were brought across the Tugela, and the artillery were in position outside of Wright's Farm.

6. On the 19th two brigades advanced, occupying the slopes of the adjoining hills on the night, and the wagons were successfully brought to Venter's Spruit.

In the evening, after having examined the possible roads by which we could proceed, I assembled the General Officers and the Staff, and the Officer Commanding Royal Artillery, and Commanding Royal Engineer, and pointed out to them that of the two roads by which we could advance the eastern one by Acton Homes

must be rejected, because time would not allow of it, and with this all concurred. I then pointed out that the only possible way of getting through by the road north of Fair View would be by taking 3 or 4 days' food in our haversacks, and sending all our wagons back across the Tugela—but before we could do this we must capture the position in front of us.

7. On the following day, 20th January, I placed two brigades and six batteries of Artillery at the disposal of General Sir C. F. Clery, with instructions to attack the Boer positions by a series of outflanking movements, and by the end of the day, after fighting for 12 hours, we were in possession of the whole part of the hills, but found a strongly entrenched line on the comparatively flat country beyond us.

8. On the 21st the Boers displayed considerable activity on our left, and the Commander-in-Chief desired me to move two batteries from right to left. At a subsequent date, during the day, I found it impossible to proceed without howitzers, and telegraphed for four from Potgieter's. These arrived early on the morning of the 22nd, and the Commander-in-Chief, arriving about the same time, directed me to place two of these howitzers on the left, two having already been placed on the right.

9. On the 23rd January the Commander-in-Chief came into camp, the attack on Spion Kop was decided upon, and Lieutenant Colonel a Court, of the Headquarters staff, was directed by the Commander-in-Chief to accompany General Woodgate, who was detailed to command the attacking column. The account of the capture of Spion Kop is given in another report.

10. On the morning of the 25th January the Commander-in-Chief arrived, decided to retire the force, and assumed direct command. The whole of the wagons of the 5th Division were got down to the drift during the day, and were crossed over before 2 p.m. on the 26th January.

11. The arrangements for the retirement of the 5th Division were exceedingly well got out during the night of the 26th, the whole of the troops crossing to the south side of the Tugela before daylight, and the wagons were packed, and the troops bivouacked near the spruit about 2 miles to the east of the pontoon bridges. About 10 p.m., previous to the retirement, heavy musketry was heard to the north of our position, which has been attributed to a Boer command thinking we were going to make a night attack.

12. I propose to forward as soon as possible a more detailed report of the movements of brigades and units, and acts of individuals.

C. WARREN, Lieutenant-General, Commanding 5th Division.

(To be continued.)

1900.

What the completed twentieth century will reveal is well set forth by Director W. R. Merriam in a contribution to a recent issue of *The North American Review*. Director Merriam's remarks apropos of the subject may be summed up in these words: "The census, taken at the dawn of the twentieth century marks the greatest epoch in our national life. The age of iron has come to a climax with a force almost dynamic. The world has witnessed the golden age of Augustus, the silver age of Elizabeth, the era of great wars and of wonderful progress in the arts and sciences; but as the nineteenth century culminates, behold the age of iron and steel, of electricity, telegraphs, sewing machines, telephones, automobiles—an age which is devoted to material development, to the accumulation of wealth, and to the building of vast enterprises, and which heralds the advent of the unworldly king of commerce, the consolidation of great corporate interests. High water mark in our commercial and industrial life has been attained, and to that fact the vast enumeration to be taken next year will add to its testimony. The work of the twentieth century will mark the industrial growth of the nation, and be another mile post in its marvellous history."

DEATH OF PROF. PEPPER.

Prof. John Henry Pepper, an author and analytical chemist of some distinction, and inventor of the so-called Pepper's Ghost, is dead. He was born in 1821, and became famous through the illusion known as "Pepper's Ghost," which was created by him from a rough model devised by Henry Dirck. By the reflection of the figures of the actors behind the scenes were thrown upon the stage by a system of mirrors. These reflected images had all the semblance, and repeated all the actions of the living originals, but were of course veritable apparitions. The illusion was a great success when first produced, and realized \$50,000 in six months. The ghosts were exhibited for a long time in the London Polytechnic, and curious effects were wrought with them in various ghostly dramas. An attempt was made to utilize the system for the ghostly manifestations in "Hantley" and "Macbeth," and "The Corsican Brothers," but the plan did not seem to succeed very well on account of the fact that the spectres though plainly to be seen by the audience, were invisible for optical reasons, to the actors upon the stage so that it was almost impossible to secure perfect harmony of action between the shadow and the substance.

THE CALIFORNIA FRUIT TRADE.

The wonderful development of the California fruit trade is illustrated by the immense orange crop now being gathered in the southern part of that State. We find that the yield of oranges this season is between 14,000 and 14,500 car-loads, or from 4,200,000 to 4,500,000 boxes. There has never before been such a crop of orange in California. Last year the crop was about 9,000 carloads, and the year before it was 8,000 carloads. The prices, too, are the best in ten years, and the present crop is worth to the growers about \$4,000,000. The railroad companies will get about \$2,000,000 for hauling the product to market, and the shippers, who are practically speculators in oranges, may make tens of thousands of dollars more from the output of the season. This industry is mainly confined to the southernmost counties of the State, and it is calculated that a capital of not less than \$44,000,000 has been invested in orange groves there during the past ten or twelve years. The oranges, harvesting season begins in early December and continues until June.

SHIPPING REPORTS.

Captain P. H. Rolfe, R.N.R., of the steamship *Yuenyang*, from Manila, reports—Light variable breeze, fine and clear weather, with smooth sea.

NOTANDA.

CALENDAR.

MAY.	
Meteorological means based on ten years' observations to 1899.	
Barometer.....	29.867
Thermometer.....	76.2
Humidity.....	84.0
Rainfall.....	13.0

TO-DAY.	
WEATHER REPORT.	
On date at.....	On date at.....
Barometer.....	29.82
Thermometer.....	80.75
Humidity.....	77
Rainfall.....	76

TO-DAY.	
Chinese—25th of 4th moon of 26th year of Kwang-shi.	
Sun—Rises.....	5hr. 19min.
Sets.....	6hr. 33min.
Moon—Last Quarter 9hr. 5min. a.m.	
High water—Morning.....	5hr. 35min.
Afternoon.....	5hr. 37min.
Low water—Morning.....	7hr. 57min.
Afternoon.....	6hr. 57min.

ANNIVERSARIES.	
1899—Shanghai Magistrate and Yu Shiu Wan agreed over New Shanghai settlement.	

TO-MORROW.	
Chinese—25th of 4th moon of 26th year of Kwang-shi.	
Sun—Rises.....	5hr. 19min.
Sets.....	6hr. 33min.
Moon—In Equator 10hr. a.m.	
High water—Morning.....	5hr. 15min.
Afternoon.....	5hr. 17min.
Low water—Morning.....	7hr. 10min.
Afternoon.....	6hr. 50min.

ANNIVERSARIES.	
1898—The American Legation at Tokio, burnt.	
1868—Loss of the P. & O. steamer <i>Remora</i> on board arrives in Hongkong.	
1884—Fall of Berlin.	
1898—Japanese evacuate Wei-hai-wei.	
1899—U.S.S. <i>Albatross</i> with Admiral Dewey on board arrives in Hongkong.	

AGENDA.

TO-DAY.	
8 p.m.—Annual Dinner of the Devonian Society at Hongkong Club.	
TO-MORROW.	
12 for 1.15 p.m.—2nd Ordinary Annual and Extraordinary General Meetings of the "Star" Ferry Co., at the Co.'s Offices, No. 2 Connaught Road.	
Noon—O. & C. Co.'s steamer <i>Idone</i> leaves for San Francisco etc.	
Noon—Cargo ex <i>Landana</i> subject to rent.	

THURSDAY, 24th.	
Queen's Birthday.	
O. S. Co.'s steamer <i>Idone</i> leaves for Liverpool (direct) via Suez Canal.	
Noon—P. & O. steamer <i>Japan</i> leaves for London etc.	

FRIDAY, 25th.	
Noon—N. Y. K. steamer <i>Mike Maru</i> leaves for Bombay via Singapore etc.	
4 p.m.—N. Y. K. steamer <i>Kasuga Maru</i> leaves for Australia etc.	
4 p.m.—C. & M. S. N. Co.'s steamer <i>Esmeralda</i> leaves for Manila, Iloilo and Cebu.	
Cargo ex <i>India</i> subject to rent.	

SATURDAY, 26th.	
Noon—P. & O. steamer <i>Cornwall</i> leaves for Europe etc.	
Noon—D. S. S. Co.'s steamer <i>Lightning</i> leaves for the Straits.	
9 p.m.—Concert at City Hall.	

SHIPPING AND MAIL NEWS.

MAILED DUE.	
American (<i>Nippon Maru</i>) 24th inst.	
Indian (<i>Kanungo</i>) 24th inst.	
English (<i>Cypre</i>) 25th inst.	
Tacoma (<i>Brereton</i>) 26th inst.	
Australian (<i>Empress of China</i>) 29th inst.	
German (<i>Hamburg</i>) 29th inst.	
German (<i>Oldenburg</i>) 30th inst.	
American (<i>City of Rhode Island</i>) 1st prox.	
American (<i>Coptic</i>) 8th prox.	

The T. K. K. steamer <i>Nippon Maru</i> , with Mails &c., left Shanghai for this port yesterday, the 24th inst., at 3 p.m.	
The N. Y. K. steamer <i>Futami Maru</i> , (Australian Line) left Manila for this port yesterday, the 21st inst., and is expected to arrive here on the 23rd inst.	

The N. Y. K. steamer <i>Riojin Maru</i> , (American Line) left Kobe via Moji for this port on Sunday, 20th inst., and is expected to arrive here on the 27th inst.	
The Imperial German Mail steamer <i>Hamburg</i> , left Kobe via Nagasaki and Shanghai on Monday, the 21st inst., and may be expected to arrive on or about Tuesday, the 29th inst.	

HONGKONG AND WHAMPOA DOCK RETURNS.	
U.S.S. <i>Brooklyn</i>	at Rowloon Dock.
U.S.S. <i>Monterey</i>	" "
W. H. Smith.....	" "
Taiwan.....	" "
Independent.....	" Cosmopolitan "
News &c.....	" "

PASSED THE CANAL.	
Outward—2nd May— <i>Erzerkoy</i> , <i>Ferdinand</i> , 5th May— <i>Dardanus</i> , <i>Glaucus</i> , <i>Astoria</i> , <i>Frederick</i> , <i>Forest Dale</i> , 9th May— <i>Benavides</i> , <i>Oupack</i> , <i>Canton</i> , <i>Oldenburg</i> , 12th May— <i>Mencius</i> , <i>Hilachi Maru</i> , 15th May— <i>Benaloud</i> , <i>Kawachi Maru</i> , <i>Wittenberg</i> , <i>Lovr. Heidelberg</i> , <i>Falting</i> , <i>Norman Isles</i> , <i>Kardistan</i> .	</

Intimations.

SANITARY BOARD.

THE Attention of Owners of House Property in the Colony is directed to the Requirements of Section 7 of Ordinance No. 31 of 1899 with regard to the Provision of a Backyard for every existing domestic building, and to the fact that these Backyards must be provided before the 1st of June, 1900.

By Order,
G. A. WOODFORD,
Sanitary Board Officer,
Hongkong, 17th May, 1900.

BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1873, the Undersigned BANKS will be CLOSED for the Transaction of Public Business on THURSDAY, the 24th instant, the Anniversary of the BIRTHDAY of Her Gracious Majesty the Queen.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
D. W. GILMORE,
Acting Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
J. H. REYNOLDS,
Acting Manager, Hongkong.

For the NATIONAL BANK OF CHINA, LTD.,
C. W. W. LAM,
Acting Manager, Hongkong.

For the SHANGHAI & SWATOW BANK, LTD.,
J. H. REYNOLDS,
Acting Manager, Hongkong.

For the BANK OF CHINA, LTD.,
J. H. REYNOLDS,
Acting Manager, Hongkong.

For the BANK OF CHINA & JAPAN, LTD.,
J. H. REYNOLDS,
Acting Manager, Hongkong.

For the YOKOHAMA SPECIE BANK, LTD.,
J. H. REYNOLDS,
Acting Manager, Hongkong.

For the IMPERIAL BANK OF JAPAN,
J. H. REYNOLDS,
Acting Manager, Hongkong.

For the DEUTSCHE BANK, LTD.,
J. H. REYNOLDS,
Acting Manager, Hongkong.

For the HANSEATIC BANK, LTD.,
J. H. REYNOLDS,
Acting Manager, Hongkong.

INSURANCE HOLIDAY.
THE Undersigned OFFICES will be CLOSED for the Transaction of Public Business on THURSDAY, the 24th instant, the Anniversary of the BIRTHDAY of Her Gracious Majesty the Queen.

JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE CO., LTD.,
General Managers,
Hongkong, 17th May, 1900.

For the UNION INSURANCE SOCIETY OF CANTON, LTD.,
W. J. SAUNDERS,
Secretary.

For the NORTH CHINA INSURANCE CO., LTD.,
W. H. PERCIVAL,
Agent.

For the CHINA TRADING INSURANCE CO., LTD.,
H. P. WADMAN,
Acting Secretary.

For the YANGLI INSURANCE ASSOCIATION, LTD.,
SHEWAN, TOMES & CO.,
Agents.

For the CHINA FIRE INSURANCE CO., LTD.,
GEO. L. TOMLIN,
Secretary.

GRAND FAREWELL BENEFIT CONCERT
Miss MURIEL ALLEYNE
In consequence of the "FETE" to the Officers and Men of H.M.S. "HERRICK" being arranged for the 19th instant, this Concert will be POSTPONED till SATURDAY, the 26th instant. Tickets already issued will be available for this date.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following RESOLUTIONS were passed:

1.-That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the sum of \$125,000 to be withdrawn from the Reserve Fund and be carried to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the sum of \$50 now standing to the credit of each Share.

2.-That the Balance of \$25 per Share of the Unpaid Capital of the Company be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of 12 per cent. per Annum upon all Calls remaining Unpaid after the 2nd day of July, 1900, up to the actual dates of payment of the same.

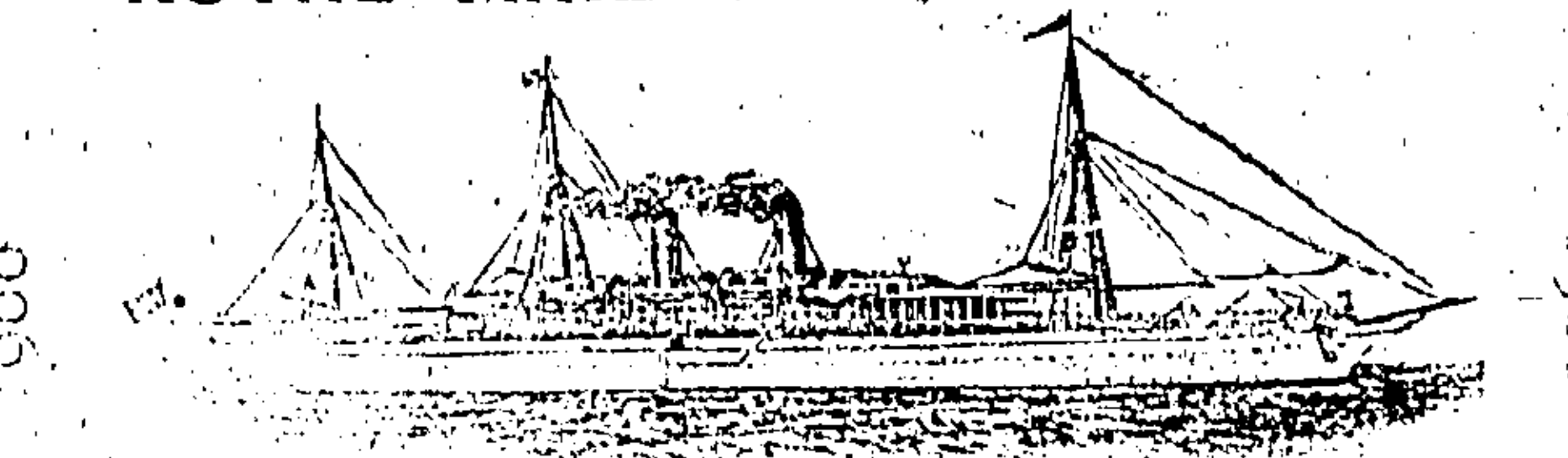
By Order of the Board,
A. SHELTON HOOPER,
Secretary.
Hongkong, 27th March, 1900.

TO LET.
"HARFORD" MAGAZINE GAP.
GROUND FLOOR, 52, PRINCE STREET.
"THE RETREAT" - MOUNT KELLET.
5, RYAN TERRACE.
"GLENIFFER" KOWLOON.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 8th May, 1900.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.
Two Screw Steamships - 6000 Tons - 10,000 Horse Power - Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EXPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 6th June.

EXPRESS OF JAPAN, Comdr. O. P. Mac Islay, R.N.R., WEDNESDAY, 27th June.

KAMATA MARU, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 18th July.

THE fast route of this line passes through the famous ISLAND SEA OF JAPAN, and usually makes the voyage YOKOHAMA TO VANGOUVER in 14 DAYS, and THREE DAYS TO A WEEK in the Trans-Pacific journey, and under some special arrangements with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES for cargo only, granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive feature of the Company's route is the PALATIAL STEAMSHIPS, second to none in the world, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having secured the highest award for same at recent Chicago World's Exhibition, and the drive to MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the line passes.

THE DINING SALON and MOUNTAIN HOTELS of this route are owned and operated by the Company, and the accommodations and Cuisine are unequalled.

For further information, apply to the General Agent, D. E. BROWN, 111, Market Street, Hongkong, 17th May, 1900.

NORTHERN PACIFIC STEAMSHIP COMPANY.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA, WASH., VIA CANADA, WITH NORTHERN PACIFIC RAILWAY CO.,
Call at Hongkong, 17th May, 1900.

FOR PORTLAND, OREGON, VIA OREGON RAILROAD AND NAVIGATION CO.,
Call at Hongkong, 17th May, 1900.

THE attention of the Officers and Men of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following RESOLUTIONS were passed:

1.-That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the sum of \$125,000 to be withdrawn from the Reserve Fund and be carried to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the sum of \$50 now standing to the credit of each Share.

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By Order of the Board,
A. SHELTON HOOPER,
Secretary.
Hongkong, 27th March, 1900.

TO LET.
"HARFORD" MAGAZINE GAP.
GROUND FLOOR, 52, PRINCE STREET.
"THE RETREAT" - MOUNT KELLET.
5, RYAN TERRACE.
"GLENIFFER" KOWLOON.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 8th May, 1900.

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A. SHELTON HOOPER,
Secretary.
Hongkong, 27th March, 1900.

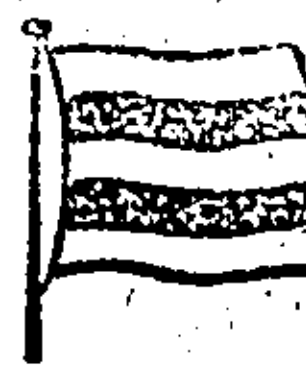
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Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 8th May, 1900.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG - SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU	(BOMBAY, VIA SINGAPORE and COLOMBO)	FRIDAY, 25th May, at Noon.
KASUGA MARU	(SYDNEY and MELBOURNE, VIA MARSA MATRUH, THURSDAY ISLAND, TOWNVILLE and BRISBANE)	FRIDAY, 25th May, at 4 P.M.
FUTABA MARU	(NAGASAKI, KOBE and YOKOHAMA)	SATURDAY, 26th May, at Noon.
YAKATA MARU	(MARSEILLES, LONDON & ANTWERP, VIA STRAITS, COLOMBO and PORT SAID)	FRIDAY, 1st June, at Daylight.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chair Road.

A. S. MIYATA,
Manager.

Hongkong, 21st May, 1900.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

(Freight Services) (Freight Services)
Taking Cargo at through-Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SARINIA	HAVRE and HAMBURG.	6th June.
Fuchs	(LONDON with transshipment in HAMBURG)	About 21st June.
AMERICA	HAVRE and HAMBURG.	June.
Bismarck	(LONDON with transshipment in HAMBURG)	About 30th June.
SAMBIA	HAVRE and HAMBURG.	June.
G. Schmitt	(LONDON with transshipment in HAMBURG)	About 6th July.
FEYERHABER	HAVRE and HAMBURG.	July.

These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

TOYO KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU. PACIFIC MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NIPPON MARU	Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Thursday, 31st May, at Noon.
AMERICA MARU	Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Tuesday, 26th June, at Noon.
HONGKONG MARU	Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Saturday, 21st July, at Noon.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 31st instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M., the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 9th May, 1900.

Auction.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Office of the Public Works Department, on MONDAY, the 25th day of May, 1900, at 3 P.M., are published for general information.

By Command,
F. H. MAY,
Assistant Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 21st May, 1900.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 28th day of May, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of Six Lots of CROWN LAND, at Mong Kok Tsai, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOTS.

Lot No.	Locality.	Boundaries.		Area in Square Feet.	Annual Rent.	Upset Price.
		N.	S.			
1	(Mong Kok)	110	110	350	350	100/0
2	"	110	110	350	350	100/0
3	"	110	110	350	350	100/0
4	"	110	110	350	350	100/0
5	"	110	110	350	350	100/0
6	"	110	110	350	350	100/0

Insurances.

SALAMANDER FIRE INSURANCE CO. NOTICE.

THE Undersigned, having been appointed AGENTS for the above COMPANY, are prepared to accept Risks against FIRE, at CURRENT RATES.

HOTZ, STJACOB & CO.
Hongkong, 31st March, 1900.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1895.

Consignees.

OCCEIDENTAL AND ORIENTAL STEAMSHIP COMPANY. NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC".

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. L. GORHAM, Acting Agent.
Hongkong, 16th May, 1900.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE. THE Steamship "ROYALIST".

Captain Tierney, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 18th May, 1900.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, KARRACHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship "INDIA" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo: From Trieste, ex S.S. Imperatrice; and from Venice, ex S.S. Carlotta, Maximiliano and Electra transhipped at Trieste.

From Penang, ex S.S. Vorwarts transhipped at Port Said.

Optional Cargo will be discharged here unless Notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 24th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 19th May, 1900.

LEVY HERMANOS. DIAMOND, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLIMAX, HUMMER and GLADIATOR CO., LTD. DUNLOP TYRES' BICYCLES - PRICE, \$150. A special reliable Watch made for this Climate. Quality A. 315. Quality B. 312.

40, QUEEN'S ROAD, Watson's Building.

STRANGE-IF TRUE.

During the war, stories in plenty have been current of the stratagems and treachery which have imposed upon British officers charged with very serious responsibilities. Changing the venue we have the following story from Gibraltar. Some time ago a consumptive German gentleman arrived there with introductions from influential people in England. The Governor and other officials received him hospitably, and every consideration possible was shown him on account of his health; but of course he could not be granted permission, as he requested, to go to the top of the rock for the sake of the purer air, as there is a regulation that "Foreigners are on no account to be permitted to walk about the top of the rock." Further acquaintance, however, with the German gentleman, through the medium of dinners and other social functions, resulted in a relaxation of the strict rule, and he was granted a pass. The result of the visit is now to be seen at the German War Office, which is in possession of the most perfect plan from photos of all the works and defences of Gibraltar.

WALKING AS A TONIC AND PASTIME.

Walking says Ormsby, which also means standing erect, with shoulders thrown back, lungs expanded and head well poised, is the best tonic that can be prescribed for exhausted brains, weakened muscles and worn out nerves. It strengthens the digestive organs, drives the blood away from the tired brain, and is one of the best cures for nervousness.

There is no better way of curing rheumatism than by a walk in warm weather. You have all the advantages of the Turkish bath without the danger of breathing impure air. Physicians have cured the worst kinds of rheumatism, suburban forms of indigestion, aggravated cases of insomnia and all sorts of nervous diseases, by exercises in breathing and walking.

There is a famous medical man of Munich, who has formulated a system of breathing and walking by which asthmatic patients are taught to walk without using breath, while suffering from weakness of the heart and nervously exhausted persons are cured. No matter how long the walk or how steep the climb, no one need "get out of breath" who follows this simple system, the breathing and walking being in time together.

In ascending a stair or path one should take one breath for every step, and the fuller the breath the better. In walking along a level stretch, one should take two steps to every breath, thus the inhalation and exhalation always begin as the same foot touches the ground.

That tired feeling which walking brings on is as natural, and in a few weeks' practice one is able to walk a mile or more without fatigue. The walking is of itself a recreation and a great help to the development and preservation of physical symmetry; its tonic effects are much better when one walks correctly and at regular times.

In order to walk correctly, one should stand quite erect, and breathe in a proper manner, then swing the left leg from the hip. By so doing the muscles which are strongest bear the strain, and the length of the stride is increased several inches. The heel touches the ground first, and not the toe, and a slight spring is given from the ball of the foot to aid in making another step.

THE EXCAVATION OF UR.

An expedition is now being formed to excavate Ur, and it will be under the direction of Dr. E. F. Banks, who was recently United States Consul at Baghdad. The work will be undertaken for the benefit of the Smithsonian Institution. Ur lies half way between the ruins of Babylon on the Persian Gulf, says *The Outlook*, and is six miles south of the River Euphrates. Ur was a great city long before the time of Abraham, and according to the book of Genesis, Abraham was born there, as was also Sarah. The Hebrew people emigrated from Ur to Syria. The great temple Gish-shirgal, the house of sin, or the moon god, is the best preserved of any of the specimens of Babylonian architecture which still stand. The British Consul, Mr. Taylor, made some excavations a half century ago, resulting in the discovery of the inscriptions of the King Nalundus which speak of the crown prince, the Belshazzar of the Bible. The most modern town in Babylon is Nasaria and it is only half a mile away from the ruins, and the inhabitants are beginning to dig bricks from them, destroying the tablets and defacing the inscriptions. The present appearance of Ur is that of a small town, an ancient temple rising 70 feet above the plain, surrounded by a group of mounds half a mile in diameter. The ruin of the city is called, in the Bible, Ur of the Chaldeans. The estimated amount required for the complete excavation of Ur in two years is \$50,000.

THE MEERSCHAUM PIPE CENTENARY.

An innocent mania of the present time in France is to celebrate all manner of anniversaries. A little while since a great deal was written in French about the centenary of the high hat or the "chimpanzee" pot type, but a topic of later interest was the centenary of the meerschaum pipe. It was just about one hundred years ago that the strange substance in nature called meerschaum by the English (in imitation of the G-rians) and denominated by the French, was first employed in pipe making. The French word is simply a translation of the German word meaning sea foam, and it was originally written in full *écume de mer*. It is no secret nowadays that the substance is pure silicate of magnesia, but the absurd notion that it was petrified sea foam, was long clung to by the public with remarkable pertinacity. There can be little doubt that the Austrians and other Germans who were the first to apply it to pipe making, did nothing to destroy the fable concerning its origin. It was their interest to make it appear extremely rare and to surround its nature with mystery. As a matter of fact, silicate of magnesia is only found in a very few places and in very small quantities in Europe, the most favoured regions being Moravia and the Crimea. Therefore, meerschaum pipes were extremely costly until it was discovered that the much desired mineral lay in extensive beds under alluvial soil in Asia Minor. Fifty years ago—the manufacture of meerschaum pipes having then been recently taken up by the French, M. Cardon, an enterprising Paris tradesman, determined to obtain the material first hand, and started off on a voyage of discovery to Asia Minor. He was captured by brigands and went through other stirring adventures, which he afterwards related in a very amusing book; but he carried out his object. He not only brought back a large quantity of meerschaum, but established such relations in the country that he could rely upon obtaining a constant supply. Thus it was that the Parisians became formidable rivals of the Viennese in the manufacture of artistic meerschaum pipes—an industry perfectly adapted to their fanciful genius. It may be mentioned that freshly dug meerschaum is quite soft, and possesses the properties of soap, as a substitute for which it is used by the Turks.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Abdoolhoosen, Ah Tee, Aenolis, D., Austin, Lieut.-Col., A. B. C., Among, G. N., Abraham, H., Agon, D. J., Adensen, Mrs. H., Andrews, Mrs., Arnold, E., Almar, G., Bawal, M., Brewer, Mrs. M., Bracke, G., Bruce, Mrs., Banister, D. R., Bato, C., Barrett, J., Baker, Mrs. L., Baker, Coley H., Brown, Mrs., Blake, R. E., Bland, H. F. B., Brierly, G., Barkle, T. M., Brown, C. F., Bosman, H. F., Burn, W., Brown, N. P., Beull, W. J., Ballard, Bayly, Miss, Chino, D. N., Clark, A. F., Cawick, D. J., Canning, Miss M., Miller, Mrs. O., Collier, G., Conner, L., Chapsing, T., Crawford, J., Cohen, C. N., Chotermol, K. A. J., Cumming, Miss H., Cohen, J. A., Cruz, D. J., Camargo, R., Camargo, C. P., Chancelieri, M. N., Clark, Miss L., Coy, C. S., Clark, L. M., Downie, Mrs. D., Davis, J., Dunan, W., Denny, H. S., Droghda, Dobberke, H., Drummond, N., Dehn, Miss L., Darroth, G. B., Davies, F., D'Arcy, E., D'Almeida, Daloy, R., Dalrymple, F. E., Douglas, M. E., E. M. S. S. Co., Ehoody, J. E., Elias, H. D., Emile, P., Evans, F. P., Eckhardt, Eastwood, O. E., Effner, E., Ellis, Rev. E. M., Esty, F. R., Echiang, Engel, Mr. M., Findlay, Rev. W. H., Fistor, E., Reischer, M., Forster, W. E., Farmer, L. B., Fidler, G. E., Fraser, J., Fowler, Mrs. L., Francis, D., Fischer, C., Forbs, A. R., Fox, H. H., Ford, A., Fieldmore, Company, George, H. A. P., Gambell, E. R., Greaves, J. C., Garza, Gibson, W. S., Groundwater, George, C. F. S., Gonzales, J. G., Gillard, H., Gargals, T., Green, Galember, Goddard, H., Gasten, J., Gini, Mrs. O., Gels, Miss L., Humphry, R. A., Humphry, J. L., Halse, Hachstads, Hall, J. R., Hauser, Hopkins, Miss L., Houston, H. H., Huller, J. T. W., Howard, Miss M., Haw, M. S., Harrington, S. G., Holden, S. D., Howard, Hills, Captain F., Hingskan, Hamilton, M., Hansen, W. E., How, A. L., Hahnkrug, H., Hing, C. C., Haines, T. C., Holden, E. E., Hooker, Miss O. M., Hale, M., Henderson, Miss L., Hermann, G., Hoogley, Hunt, D. B., Holshongen, A. M., Hayward, E., Hermann, J., Henderson, R. L., Harney, Miss Ismailkhan Jackson, Johnson, L., Jones, Dr. R. H., Japan Brewing Co., King, K., Kyriacow, H., Kwok Chit, Kynoch, G. W., Katrak, J. N., Katz, J., Kramer, P., Kiffle, F., Kay, I. D. M., Kelly, R. R., Lange, W., Legner, H. T., Leslie, Mr. H., Laird, P., Liberge, M. C., Liddell, Mrs. P., Lushkur, S., Luther, C. Roseng & Co., Lind, H. G., Lerarow, Frank, Laforest, H. A., Lair, Dr. S. L., Longworth, T., Ludick, Mrs., Leims, M. L., Lorne, Miss M., Loong, W. H., Nense, Miss R., Moleworth, T. D., Marti, M., Miller, F. D., Morris, J. F., Meonisse, E., Mana Singh, Mortimer, E., Muller, M., Matsumoto, Morland, Dr. C., Mostyn, Mansfield, Marten & Co., Monticelli, M., McCull, J. T., McKerrrow, P., Maremore, P., Mathews, Miss, Mallou, Mons., Meadows, W., Mackinlay, E., Mackay, D. G., Miller, G., Moore, C., Martin, Mrs., Markos, S. S., Miller, Mrs. T., Meyer, K., Montilla, T., Martin, Mr. E., Marsh, Capt., Massup, Miss J., McFrissey, Mr. Mitchell, Mergenthaler, Marsh, A., Naguava, L., Ngaga, E. J., Nasumoff, Naven Clock C., Owen, Rev. W. C., Okane, Miss M., Oveido, F., O'Malley, Hon. E. L., Olin, N. D., Orinhyatalka, A. T., Pow Kee & Co., Pylman, N., Peas, Lieut. C., Peter, D. J., Piller, V. A. M., Palmeri, B., P'ario, D., Palmer, C., Pitt, W., Pigott, Philipps, Mons., Robertson, A., Robinson, Mrs., Robbins, E., Robertson, Mrs., Rafael Allen, L., Rose, Mrs., Reutens, J., Rehmooahay, Rotchel, N., Ringhouse, T., Randall, B. C., Rosario, P. C. A., Rily, C. C., Richardson, Rees, H., Rollen, Hakeam, Ross, Alex., Ross, Anderson & Co., Reid, A., Ross, J. D., Reed, C. E., Robby, A. I., Scourin, T., Setzke, D., Scott, Hon. B., Smith, B. H., Sprague, W. N., Shaw, N. A., Schanber, P., Squeen, H. G., Sargood, W. E., Sulleng, P., Steadford, Miss, Scudder, Mrs. J., Singman, W. A., Senco, Dr. A., Sang Fui Foo, Sargood, P. D., Santos, A., Simmons, Mrs., Slight, W. H., Signora, A., See Chang, Shillen, A., Soppor, Miss, Stafford, T. C., Sanders, Jose M., Sosenluth, Ph., Say, Henry, Sewell, P. S. H., Silva, A. M., Snow, H., Stuart, J. S., Suckerman, J., Shamonds, Miss, Schultz, C. M., Stahl, J., Thomson, R., Toyomastard, Takkin, Throelmolton, Thellusson, Miss, Taylor, Miss, C., Tuk Too Cheong, Turner, Miss A. S., Thresher, W., Toney, J., Tonance, J., Umlie, S., Unternehmung, Vernon, M. A., Van Sant, M. G., Van Hoote, Gen. Rv., E. F., Verschun, G., Vance, Mrs. C. W., Vestry, E. H., Vaughan, N., Weeks, Miss, Williams, H. H., Watt, J. J., Warne, Rev. H. W., Walker, W. M., Weno, Miss, Wong Loong, Mr., Williams, Rev. S. T., Wilson, J. T., Wilhelm, & Co., Wright, F., Wiengreen, J., Winch, H. L. B., Wilson, Mrs., Waite, Laura, Xavier, G. B., Yamamoto, Young, D.

Legarde, Lord Miss H. P., Laudinber, J. A., Lemoxy, R. W., Liblan, Latta, R. L., Lum Cheung, Lopez, Mrs. C.

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Intimations.

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AVOID ALL RISK OF OUTBREAK BY ITS USE.

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TRIP THROUGH THE FAMOUS YANGTSE GORGES.

FOR ICHANG AND CHUNGKING. THE New Fast Paddle Steamship

"PIONEER," will leave Shanghai on her First Trip for the above Places via Hankow, on or about WEDNESDAY, the 23rd instant. The Steamer has Superior Accommodation for First Class Passengers. For Passage, apply to ARNHOLD, KARBURG & CO., Agents, Yangtze Loading Co., Hongkong, 15th May, 1900. [631b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT), VIA SUEZ CANAL. Taking Cargo at London Rates.

THE Company's Steamship

"IDOMENEUS," Captain Riley, will be despatched as above on THURSDAY, the 24th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 25th April, 1900. [538b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU. THE Company's Steamship

"ESMERALDA," Captain A. Ramsay, will be despatched for the above Ports, on FRIDAY, the 25th instant, at 4 P.M.

This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 21st May, 1900. [658b]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports, on SATURDAY, the 26th instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, 21st May, 1900. [659b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"MAIDZURU MARU," Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 21st May, 1900. [45]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"PATROCLUS," Captain Dickens, will be despatched as above on TUESDAY, the 29th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 19th April, 1900. [511b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship

"ANPING MARU," Captain J. Saito, will be despatched for the above Ports, on WEDNESDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 16th May, 1900. [637b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, SAMANEA, &c.)

THE Steamship

"AIRLIE," Captain St. John George, will be despatched as above on THURSDAY, the 31st instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 9th May, 1900. [598b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DRUMMOND," will be despatched for the above Port on or about SUNDAY, the 10th June.

For Freight, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 8th May, 1900. [4]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"ACAMEMNON," Captain Nish, will be despatched on TUESDAY, the 12th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 3rd May, 1900. [570b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"ANTENOR," Captain M. F. H. Jackson, will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 17th May, 1900. [643b]

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

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EXCHANGE LINES, \$50 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION—IN STOCK.

INCLUDING—BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

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For full particulars &c., &c., Apply to

W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [29]

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of structure and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

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THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [36]

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No. 14, DAGULAR STREET. TERMS VERY MODERATE.

Consultation free. Hongkong, 27th September, 1898. [35]



THIS Piano subject needs looking into. For, whereas, if you get a Good Piano at a Low Price you can sell it at a fair Price without difficulty should necessity arise, if you pay a fictitious price for a poor piano you can hardly realize anything on your investment. The pianos sold by us, besides yielding daily musical dividends, hold the money invested much safer than ordinary investments, for the construction is honest and economical throughout. Several Pianos returned from hire in good order VERY CHEAP.

THE ROBINSON PIANO CO., Limited.

The musical portions have not been slighted for the sake of showy external features. Hongkong, 10th May, 1900. [606b]

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PLenty IN HAND.

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F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR HARTMANN'S PATENT'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

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EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES. Hongkong, 14th May, 1896. [38]

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For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

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T. SKOTTOWE,
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Commission Agents,
Tientsin,
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Hongkong, 9th April, 1900. 1466b

Intimations.

WANTED.

A COPY of the Local "HANSARD," 1891-2.
Address:—
J. J. F.
Office of This Paper.
Hongkong, 10th March, 1900.

GRIMAULT'S SYRUP
OR
HYPO-PHOSPHITE OF LIME
FOR DISEASES OF THE CHEST

All suffering from Coughs, Consumption, Obstructed Coughs, or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

GRIMAULT'S Syrup immediately arrests the Cough, stops the flow of mucus, and restores the Appetite, improves rapidly a fact demonstrated by an increase of weight and healthy appearance.

GRIMAULT'S Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.

GRIMAULT & Co. Paris. Sold by all Chemists.

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Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:

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The Share Market.

LATEST QUOTATIONS.

(May 22nd.)

Companies	Paid up Capital	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	312 1/2 premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$27
Do. Founders	£ 1	\$20
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$255
China Traders' Ins. Co., Ltd.	\$ 25	\$54
North China Ins. Co., Ltd.	£ 25	Tls. 165
Yangtze Ins. Assoc. Ltd.	\$ 60	\$121
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$295
China Fire Ins. Co., Ltd.	\$ 20	\$80
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$301
Indo-China Steam Navigation Co., Ltd.	£ 10	\$91
China & Manila S.S. Co., Ltd.	\$ 50	\$100
Douglas Steamship Co., Ltd.	\$ 50	\$49
China Mutual S. N. Co., Ltd.—(Pref.)	£ 10	£10.10
China Mutual S. N. Co., Ltd.—(Ordinary)	£ 10	£10.10
China Mutual S. N. Co., Ltd.—(Ordinary)	£ 5	\$181
Star Ferry Co., Ltd.	\$ 5	\$181
"Shield" Transport & Trading Co., Ltd.	£ 100	£300
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$126
Luxon Sugar Refining Co., Ltd.	\$100	\$37
Mining.		
Punjom Mining Co., Ltd.	\$ 7	\$6.20
Punjom Mining Preference Shares, Ltd.	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	\$300
Queen Mines, Ltd.	25 cts.	\$0.10
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$122
Raub Allain Gold Mining Co., Ltd.	15s. 10d.	\$55
Oliver Freehold Mines, Ltd.	\$ 5	\$41
Oliver Freehold Mines, Ltd.	\$ 4	\$33
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$0.52
Do. (Preference)	\$ 1	\$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	490 % premium
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$86
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$54 buyers
New Anson Dock Co., Ltd.	\$ 6 1/2	\$201
Yards, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$10
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$1251
Kowloon Land and Building Co., Ltd.	\$ 30	\$36
West Point Building Co., Ltd.	\$ 50	\$49
Hongkong Hotel Co., Ltd.	\$ 50	\$110
Humphreys' Estate & Finance Co., Ltd.	\$ 10	\$10.75
Cotton Mills.		
Hongkong Cotton Spinning Weaving & Dyeing Co., Ltd.	\$100	\$37
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 65
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 62 1/2
Lou-kung-muw Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$201
China Portland Cement Co., Ltd.	\$ 15	\$22
A. S. Watson & Co., Limited	\$ 10	\$16
Watkins, Limited	\$ 10	\$10.50
Hongkong Electric Co., Limited	\$ 10	\$11.85
Hongkong Electric Co., Limited	\$ 2	\$2.10
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$170
Geo. Fenwick & Co., Ltd.	\$ 25	\$48
H'kong Ice Co., Ltd.	\$ 25	\$166
H'kong High-Level Tramways Co., Ltd.	\$100	\$165
Dairy Farm Co., Ltd.	\$ 5	\$61
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 buyers
Campbell, Moore and Co., Ltd.	\$ 5	\$16
Bell & Co., Ltd.	£ 1	\$1 buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	\$74
United Asbestos Oriental Agency, Ltd.	\$ 10	\$11
Carnichael & Co., Ltd.	\$ 20	\$8
Tebrau Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4

BENJAMIN KELLY & POTTS,
Share Brokers.
Telegraph Address—"Rialto."
Telephone No. 148.

EXCHANGE.

Hongkong, May 22nd.
ON LONDON, Telegraphic Transfer 1/11 7/16
Bank Bills, on demand 1/11 1/16
Credits, 4 months' sight 1/11 1/16
ON BERLIN, (demand) M. 2.00
ON PARIS, Bank Bills, on demand 1/11 1/16
Credits, 4 months' sight 1/11 1/16
ON NEW YORK, Bank Bills, on demand 1/11 1/16
Credits, 30 days' sight 1/11 1/16
ON SHANGHAI, Telegraphic Transfer 1/11 1/16
Private, 30 days' sight 1/11 1/16
ON YOKOHAMA, T.T. 1/11 1/16
Sovereigns, Bank's Buying Rate 1/11 1/16
Gold Leaf 100 touch, per tael 53.15
Bar Silver 27 1/2
Dollars 2 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, May 22nd.
New Patna 965 per chest.
Old Patna 935/1080
New Benares 980
New Malwa 880 per picul.
Old Malwa 910/920
Persian, paper tied 900/925

VESSELS IN PORT.

Steamers.
AMERICA, German steamer, 3,288, Burmeister 21st May, Hamburg 5th April, and Singapore 16th May, General—Siemens & Co.
ANNA, Austrian steamer, 1,317, A. Cosulich, 21st May, Wuhu 25th May, and Ching-kiang 16th, Rice and Ground-nuts—Doddwell & Co., Ltd.
ARDANDER, British steamer, 2,059, Wm. Kinley, 15th May, Manila 12th May, General—Doddwell & Co., Ltd.
CHINA, German steamer, 1,113, P. Voss, 18th May, Saigon 14th May, General—Siemens & Co.
DEVAVONGSE, British steamer, 1,057, R. Curtis, 17th April, Saigon 13th April, General—Yuen Fat, Hong.
DORIE, American steamer, 2,601, Harry Smith, R.N.R., 16th May, San Francisco 17th April, Honolulu 24th, Yokohama 8th May, Kobe 6th, Nagasaki 11th, and Shanghai 14th, Mails and General—O. & O. S. S. Co.
DRUMMOND, British steamer, 1,794, W. S. Chubb, 21st May, Moji 15th May, Coal—Doddwell & Co., Ltd.
ESMERALDA, British steamer, 966, A. R. Ramsay, 21st May, Iloilo and Cebu 17th May, General—Shewan, Tomes & Co.
FAUSANG, British steamer, 1,410, T. A. Mitchell, 19th May, Saigon 15th May, Rice—Jardine, Matheson & Co.
GUTHRIE, British steamer, 1,494, W. G. McArthur, 21st May, Sydney 24th April, Newcastle 26th, Thursday Island 4th May, and Manila 18th, General—Gibb, Livingstone & Co.
HUE, French steamer, 704, P. Merlees, 9th May, Haiphong and Hanoi 8th May, General—A. R. Marty.
HUTTON, British steamer, 2,345, W. Anny, 17th May, Mororan, Japan 6th May, Coal—Older.
INDEPENDENT, Russian steamer, 871, A. Heltz, 12th April, Samangar 3rd April, General—Sander, Wieler & Co.
JAPAN, British steamer, 2,795, G. K. Wright, R.N.R., 21st May, Japan and Shanghai 18th May, General—P. & O. S. S. Co.
KONG BENG, British steamer, 861, F. W. Joslin, 19th May, Bangkok via Kohsi-chang 13th May, General—Yuen Fat Hong.
LADY JOCELY, British steamer, 2,046, Cook, 16th May, Hongay 13th May, Coals—Arnhold, Karberg & Co.
LIGHTNING, British steamer, 2,122, J. G. Speare, 18th May, Calcutta 28th April, Penang and Singapore 12th May, General—David, Sassoon Sons & Co.
LOYAL, German steamer, 1,237, Lorenzen, 20th May, Canton 19th May, General—Sander, Wieler & Co.
MARIE JENSEN, German steamer, 1,700, Hemmer, 18th May, Haiphong 13th May, Rice—Sander, Wieler & Co.
QUARTER, German steamer, 1,165, H. Johansen, 17th May, Saigon 13th May, Rice—Sander, Wieler & Co.
ROYALIST, British steamer, 7,025, S. Tierney, 18th May, 2nd 11th May, General—Shewan, Tomes & Co.
TAIWAN, British steamer, 1,459, R. Nelson, 26th Mar., Melbourne 15th Feb., Sydney 27th, Townsville 3rd Mar., Thursday Island 8th, Port Darwin 11th, and Manila 23rd, General—Butterfield & Swire.
TSURUGISAN MARU, Japanese steamer, 2,559, Nagasaki, 21st May, Kuchinozen 15th May, Coal—Misui Bussan Kaisha.

HER BRITANNIC MAJESTY'S SHIPS.

ON THE CHINA STATION.
Hongkong, May 22nd, 1900.
Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. guns, 3,000 i.h.p., Commander G. G. F. M. Crookall, Wei-hai-wei.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. R. H. J. Stewart, Nagasaki.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Japan.
Havelford, 1st class battleship, 13,000 tons, 14 guns, 11,650 i.h.p., Captain G. J. S. Warrender, Wei-hai-wei.
Bonaventure, 2nd class cruiser, 4,350 tons, 18 guns, 9,000 i.h.p., Comdr. A. H. Smith-Durrien, R.N., Manila.
Irish, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Bart, Singapore.
Centurion, British flag ship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Shanghai.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Hongkong.
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.
Esch, coast defence gunboat, 563 tons, 3 guns, 200 h.p., Lieut. Comdr. G. Chadwick, Ichang.
Fame, twin screw, torpedo-boat destroyer, 350 tons, 5400 i.h.p., Lieut. Com. W. J. Keyes, Hongkong.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.
Hurdy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hermione, British cruiser, 4,350 tons, Capt. R. S. D. Cumming, Shanghai.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, on route Wei-hai-wei.
Linnch, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, en route Manila.
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. F. R. Coode, Shanghai.
Phaon, British gunboat, 1,015 tons, Comdr. R. G. Fraser, Shanghai.
Pigmy, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. J. F. E. Green, Philippines.
Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Singapore.

Plover, 1st class gunboat, 451 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. V. de M. Cowper, Hongkong.
Redoubt, British gunboat, 85 tons, Lieut. Com. C. F. Corbett, Hongkong.
Robin, British river-gunboat, 2 guns, Lieut. Com. G. G. Webster, on the West River.
Sampiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, on the West River.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, U.B., Hongkong.
Terrile, British cruiser, 14,200 tons, 30 guns, 25,000 i.h.p., Captain Percy Scott, C.B., Hongkong.
Twisted, coast defence gunboat, 353 tons, 3 guns, 200 i.h.p., Lieut. Comdr. C. D. Roper, on the West River.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Wei-hai-wei.
Waterwitch, surveying vessel, 620 tons, Lieut. Commander W. O. Lyne, Ningpo.
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut. Comdr. E. Kelly, Hongkong.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,100 i.h.p., Hongkong.
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut. Comdr. Watson, on the Yangtze.
Woodhall, British gunboat, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, on the Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class and 3 second-class boats.

Miscellaneous.
Liberal, Portuguese gunboat, 58 tons, Comdr. José da Cunha Lima, Hongkong.
Presidente Sarinino, Argentine cruiser, 2,850 tons, Capt. Belveder, Manila.
Zaire, Portuguese gunboat, 528 tons, Captain Mello, Hongkong.
Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thoman von Monimarl, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Alcaul, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskis, at Nagasaki.
Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dolobovskiy, at Nagasaki.
Dmitri Donskoy, Russian armoured cruiser, 5,800 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.
Greniatzky, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhashevsky, at Nagasaki.
Koryetzy, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.
Mandjour, Russian cruiser, 1,215 tons, twin screw, 14 guns, 1,550 h.p., Capt. Yakovlev, at Nagasaki.
Nawarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayadnitsk, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Otanzy, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coplanoff, at Nagasaki.
Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grevalis, at Japan.
Russia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Doinjoroff, at Nagasaki.
Rechtz, Russian cruiser, 1,330 tons, Capt. Konaroff, at Manila.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sialich, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sissai Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Mollas, at Nagasaki.
Svovitch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Sveaborg, 1st class Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 750 h.p., speed 19.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 10 guns, Prince Ouchtomsky, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vladimir, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogalia, at Nagasaki.
Zabiska, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Janichich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.
Neurovskitsk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.
Podorsnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Stilk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sotichina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borgo, 1st class Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 22 knots.
Reval, 1st class Russian torpedo boat, 66 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
† Flagship of Vice-Admiral Alexieff.
† Flagship of Rear-Admiral F. V. Dubosoff.
† Flagship of Rear-Admiral Reouloff.

THE FRENCH SQUADRON.
Bengali, 2nd class dispatch-boat, Lt. Comdr. De La Croix de Castries, at Haiphong.
D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Japan.
Ducourtières, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Philibert, en route Japan.
Eure, dispatch-transport, Capt. Vallée, at Saigon.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Kwang-chow-wan.
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Hongkong.
Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Yokohama.
Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Morret, at Saigon.
* Flagship of Vice-Admiral Courrejolles.

THE GERMAN SQUADRON.
Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Manila.
Hansa, German cruiser, 6,100 tons, Capt. Pohl, at Singapore.
Hertha, German cruiser, 6,000 tons, Capt. S. v. Usedom, at Japan.
Illis, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Lams, at Amoy.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Stein, at Formosa.
Jaguar, German cruiser, Captain Kindlerling, at Shanghai.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gulich, at Shanghai.
* Flagship of Admiral Fritze.

THE AMERICAN SQUADRON.

Baltimore, Flagship, U.S. cruiser, 4,413 tons, 10 guns, 10,664 h.p., Capt. J. M. Forsyth, at Hongkong.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,435 h.p., Com. C. H. Arnold, at Manila.
Brooklyn, Flagship, U.S. cruiser, 9,000 tons, Capt. C. M. Thomas, at Hongkong.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Japan.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut. Comdr. N. J. K. Patch, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Achley, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Glacier, U.S. supply-ship, Lieut. Comdr. J. B. Briggs, at Manila.
Helen, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lt. Comdr. W. H. Everett, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. P. Nazro, at Manila.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila.
Monterey, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.
Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Hongkong.
Nashua, U.S. collier, Lieut. L. A. Kaiser, New York, U.S. cruiser, 4,083 tons, Capt. B. McCullum, at Manila.
Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Manila.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. G. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry